

WINTER 2021

Inmotion



THE OFFICIAL NEWSLETTER OF DALLAS AREA RAPID TRANSIT



**RIGHT
ON TRACK**

**DURING PANDEMIC,
DART PROJECTS PROCEED**

DART Forges Forward

Extra safety measures keep projects moving

Despite significant challenges associated with the COVID-19 pandemic, DART's capital projects are on track. The agency is making substantial progress on the Silver Line Regional Rail project, Hidden Ridge Station in Irving, as well as platform extensions along the Red and Blue lines.

"These capital projects will have a positive impact on the community – improving accessibility and livability in our region," said Kay Shelton, assistant vice president of Capital Planning.

In the "new normal," DART has introduced numerous safety measures to protect construction workers, including requiring them to wear face masks, practice social distancing when possible, and submit to temperature checks every morning. In addition, DART provides hand-washing stations and/or hand sanitizers on site.

Construction zones can pose safety hazards, and the agency uses construction fencing, barricades, signage, and construction alerts to inform the public of construction activity in their area.

"The safety of our customers is our top priority," said Dawn Dorman, community affairs representative for DART. "We ask that the public avoid areas designated as construction zones and follow directional signs."



Crews work on a canopy installation at Hidden Ridge Station in Irving. DART's capital projects remain on schedule, thanks to the agency's diligent approach to employee and contractor safety.

Underway capital projects include:

Silver Line Regional Rail Project

The 26-mile Silver Line Regional Rail project is currently under construction between DFW Airport and Plano, with connections to Grapevine, Coppell, Dallas, Carrollton, Addison and Richardson. Upon completion, there will be 10 rail stations and four rail connections: DART's Green, Orange and Red lines, and the TEXRail commuter service.

Through January, residents could see examples of the sound barrier walls at five municipal centers located near the Silver Line. Sound barrier walls are used to mitigate noise.

The mock-up walls gave residents an up-close look at the various wall color and finish selections voted on by residents and stakeholders through a robust and inclusive community engagement process.

Hidden Ridge Station

The canopies have been installed at the new station located between the North Lake College and the Irving Convention Center stations, and DART Rail service will soon be available to workers and residents in the area.

The new station is developed with city of Irving and will serve Verizon's Hidden Ridge, a 110-acre mixed-use development

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State of Good Repair Remains Priority

DART completes FY 2020 assessment

The global pandemic has not prevented DART from maintaining its infrastructure in a state of good repair (SGR).

The SGR initiative identifies possible deficiencies that need repair on DART assets. Everything from bus brakes to train doors, from a loose paver at a station to a damaged bus stop sign, is assessed.

The agency evaluates 25% of its assets annually. This means the agency can assess 100% of its assets every four years. According to Darryl Spencer, senior assistant vice president of Engineering, the agency had completed

60% of FY 2020's assessment when the pandemic hit.

"Pandemic or not, DART is committed to keeping our assets in good working order and providing customers efficient, reliable and safe service," Spencer said. "Enhanced safety measures were quickly put into place so the assessment could continue."

In FY 2019, DART began using outside contractors to assist with the evaluation. Spencer said this has improved efficiency and provides an outside independent perspective. When the pandemic arrived, however, DART implemented safety measures that included restricting access of DART facilities to DART employees only. Fortunately, working with DART's safety team, Spencer said they were able to bring the contractors back

to continue the assessment while following DART and the Centers for Disease Control and Prevention protocol and DART COVID-19 Prevention protocols put in place at that time.

Employees and contractors alike were required to wear face masks when conducting inspections. Additionally, the agency set up "check-in" locations, where inspectors were required to have their temperatures checked prior to visiting any field inspection area. DART also required that they drive their own personal cars to inspection sites and not share any ride with a colleague. Anyone needing to use a DART vehicle had to ride by themselves.

Hand sanitizers were widely available to inspectors.

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Rigorous safety protocols have allowed DART to keep its assets in good working order.



DART Forges Forward

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that is planned to include retail and restaurants, apartments, a hotel and additional office space.

Pioneer Natural Resources' new headquarters will also be served by Hidden Ridge Station.

The new station will have 136 parking spots on the southwest side, six bus bays and five "kiss-and-ride" spaces.

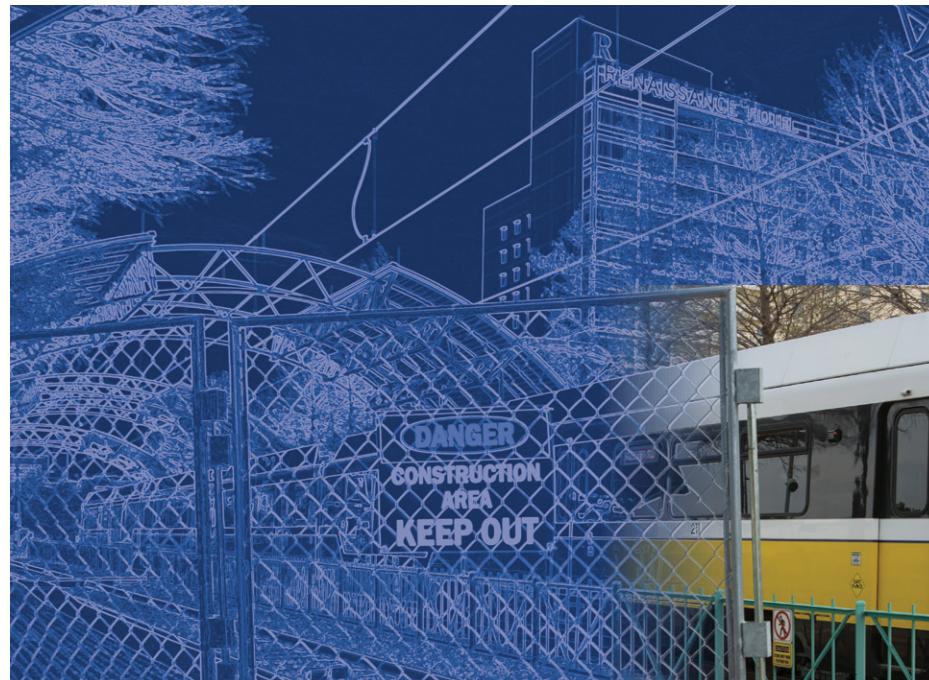
Platform Extensions on the Red and Blue Lines

DART has been extremely diligent in moving the platform projects forward. The agency is lengthening the platforms and modifying level-boarding areas at 28 light rail stations along the Red and Blue lines.

Longer platforms mean DART will be able to operate three-car trains on any rail line, carrying 33% more passengers per hour through downtown Dallas during the busiest operating times.

Already, 16 stations have been completed, and another six are under construction. The following stations are not yet under construction, but soon will be:

- 8th & Corinth
- SMU/Mockingbird
- Westmoreland
- LBJ/Skillman
- Downtown Garland
- Tyler/Vernon



Platform extensions will add 33% to DART Rail's passenger capacity, in effect increasing service levels during peak operating times.



CAPITAL PROJECTS BY THE NUMBERS

Silver Line Regional Rail Project

- \$1.266 billion design-build project
- 26-mile alignment serving seven cities
- March 2023 revenue service

Hidden Ridge Station

- \$12 million project
- New station on the Orange Line
- First half of 2021 opening

Platform Extensions on the Red and Blue Lines

- \$128.8 million
- 28 stations
- Late Fall 2021

Kiosks Go Touchless



DART continues to roll out interactive digital kiosks throughout the system, while remaining focused on riders' health. Considering the ongoing pandemic, customers now have touchless access to the kiosks, using QR technology on their mobile phones.

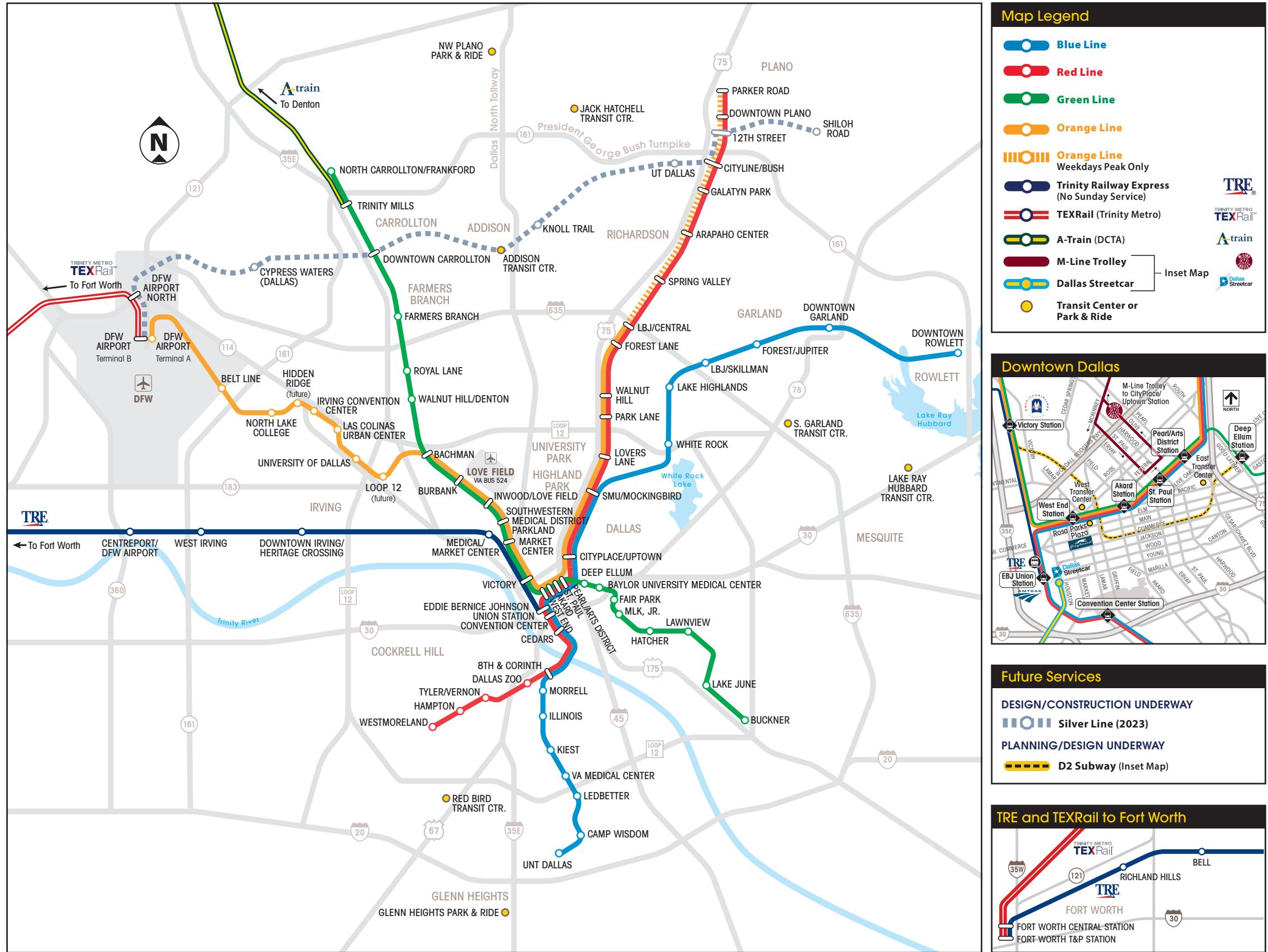
The kiosks, which were first introduced at DART facilities last February, provide rider alerts, route information, hyperlocal advertisements and, soon, 5G connectivity. In March, as the first wave of the COVID-19 crisis unfolded, DART began providing public health information on the kiosks.

Realizing that the coronavirus could spread through touch, the agency responded quickly to upgrade the kiosks with QR codes. By August, each installed unit was touchless.

As of Nov. 30, DART had installed kiosks at 17 customer facilities. The agency is in the process of installing units at 23 properties and has approved installation at an additional 23 locations. Another half dozen are at or nearing final review.

DART has striven to keep riders safe while still providing a valuable service. Interactive kiosks are a convenient source of transit information and a tool for sharing public health information.

DART Current and Future Rail Services





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State of Good Repair remains priority

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When inspecting any area, the agency uses the Federal Transit Administration's Transit Economic Requirements Model (TERM) ratings, which is based on a range of 1-5:

- 5: Excellent** – No visible defects, new or near new condition, may still be under warranty, if applicable
- 4: Good** – Good condition, but no longer new, and may be slightly defective or deteriorated, but functional overall
- 3: Adequate** – Moderately deteriorated or defective, but has not exceeded useful life
- 2: Marginal** – Defective or deteriorated and in need of replacement
- 1: Poor** – Critically damaged or in need of immediate repair

When addressing deficiencies, the agency focuses on those areas that received a 1-3 rating, for short- and/or near-term corrective measures.

The agency successfully completed the remaining 40% of FY 2020's assessment and finalized the FY 2020 SGR Asset Condition Assessment Report on time. The next 25% SGR assets condition assessments are to begin by January 2021 and will represent the inspection cycle for 100% of DART assets over a four-year period.